3.11 Public Services and Utilities

3.11.1 Affected Environment

3.11.1.1 Utilities

Sierra Pacific Power Company provides electricity in the action area. Southwest Gas provides natural gas services to residents. AT&T provides telephone service, and NTPUD provides sewer, water, and recreation services to the communities of the north shore of Lake Tahoe, including the action area. Solid waste collection and disposal in the action area is provided by Tahoe Truckee Sierra Disposal. Recyclable materials are diverted at the Eastern Regional Landfill, and remaining solid waste is transferred to the Lockwood Landfill near Reno, Nevada.

3.11.1.2 Public Services

SR 28 is used as a primary route by law enforcement, fire protection, and emergency service providers to reach calls in the action area.

The Placer County Sheriff's Department provides law enforcement in the action area. The Placer County Sheriff's Kings Beach Service Center is located at 8645 North Lake Boulevard, which is alongside the project site. The Kings Beach Service Center is managed by one full-time employee and staffed primarily with community volunteers. California Highway Patrol also patrols the area and has an office and dispatch center approximately 13 miles away in Truckee.

The North Tahoe Fire Protection District (NTFPD) provides fire protection and emergency ambulance services for the action area. NTFPD provides emergency response through five stations and 50 employees and covers approximately 31 square miles from east of Donner Summit to (and including) the communities of western Nevada. Headquarters for NTFPD are in Tahoe City, with the station closest to the action area located off the intersection of SR 267 and SR 28, less than one block north of the eastern limits of the action area. Although NTFPD has automated aid agreements with bordering

districts, NFTPD is capable of responding to wildland fires, structural fires, backcountry/ technical rescue, swift water rescue, and hazardous materials mitigation. Additional support services for fire protection on wildland and other public lands are provided by the California Department of Forestry and/or U.S. Forest Service (USFS) Lake Tahoe Basin Management Unit (LTBMU).

Medical emergency services are provided by NTFPD and patients may be treated by emergency medical technicians (EMTs) or taken by ambulance to Tahoe Forest Hospital in Truckee or the Incline Village Health Center (Dillon pers. comm.).

Primary medical centers for the Kings Beach area are Incline Village Community Hospital, Tahoe Forest Hospital, and Barton Memorial Hospital.

Incline Village Community Hospital is the smallest hospital serving the action area. It is licensed for four acute beds and has four cubicles in the emergency department. This hospital also functions as a critical access hospital. Tahoe Forest Hospital is located in Truckee, California, and is licensed for 35 acute beds, 25 medical/surgical beds, six beds in the intensive care unit/cardiac care unit, six maternity beds, and 37 beds for nursing care. Its emergency department contains 15 cubicles and one trauma room. Tahoe Forest Hospital also provides home health and hospice services. Neither of these facilities provides ambulances for emergencies.

Barton Memorial Hospital is located in South Lake Tahoe. This facility is licensed for 81 acute care beds and 48 beds for patients requiring skilled nursing or long-term care. The emergency department has nine cubicles and one trauma room. In addition to these facilities, Barton Memorial Hospital offers urgent care and family practice facilities for patients with and without appointments.

3.11.1.3 Educational Facilities

The Tahoe Truckee Unified School District operates schools in the vicinity of the action area. The Kings Beach Elementary School is located in the community of Kings Beach

on Steelhead Avenue. North Tahoe Middle School and North Lake Tahoe High School are located along Polaris Drive in Dollar Point.

3.11.1.4 Road Maintenance/Snow Removal

Caltrans handles road maintenance and snow removal services for all state highways in the action area from facilities located in Tahoe City. Maintenance and snow removal for sidewalks built along the highway and county ROW for this project will be the responsibility of adjacent property owners through formation of a Property Based Improvement District.

3.11.1.5 Stormwater Drainage Facilities

Storm drainage facilities are the responsibility of Caltrans (within the ROW of SR 28) and Placer County (outside the ROW). As discussed in the project description, the culverts underneath SR 28 at the Griff Creek crossing do not currently meet applicable Caltrans and Placer County design standards because they are too small to convey the required design flows. It should be noted that the proposed action's purpose and need will not address the issue of improperly sized culverts at the Griff Creek crossing. While overtopping and flooding currently occur sporadically at this location, the proposed action will not change or worsen this condition. However, all culverts, crossings, and drainage facilities affected by the proposed action will be upgraded as part of the proposed action, which will serve to improve flows at these locations and would help to improve runoff and water quality in the action area.

3.11.2 Regulatory Setting/Tahoe Regional Planning Agency Thresholds

TRPA has standards for stormwater quality. Those are discussed in *Section 3.13*, *Water Quality*.

3.11.3 Environmental Consequences (Including Permanent, Temporary, Direct, Indirect)

Impact UT-1: Impacts on Utilities

Alternative 1

Under Alternative 1, the proposed improvements would not be constructed. Therefore, there would be no impacts on utilities under this alternative.

Alternatives 2, 3, and 4

No impacts on utilities are anticipated as a result of the implementation of this action.

Impact UT-2: Impacts on Law Enforcement, Fire Protection, and Emergency Medical Services

Alternative 1

Under Alternative 1, the proposed improvements would not be constructed. Therefore, there would be no impacts on law enforcement, fire protection, or emergency medical services under this alternative.

Alternatives 2, 3, and 4

Travel on SR 28 could be temporarily disrupted during project construction, including short-term closures and one-lane traffic controls on SR 28 between SR 267 and Chipmunk Street. The *Manual on Uniform Traffic Control Devices 2003 California Supplement* (Part 6, Temporary Traffic Control) adopted by Caltrans from the FHWA document of the same name establishes basic requirements for safely controlling traffic while working in state highways. Roadway closures and traffic controls could periodically affect response times for law enforcement and emergency service providers during construction periods, although emergency vehicle access would be maintained for public safety. Consequently, the build alternatives would have an adverse effect on law enforcement, fire protection, and emergency medical services. Implementation of Mitigation Measure UT-1 would minimize this effect.

Impact UT-3: Impacts on Stormwater Drainage Facilities

Alternative 1

Under Alternative 1, the proposed improvements would not be constructed. Therefore, there would be no impacts on stormwater drainage facilities under this alternative.

Alternatives 2, 3, and 4

Most development in the community of Kings Beach occurred before drainage issues were commonly considered from an areawide perspective. As a result, the stormwater conveyance system is not sized to accommodate flows generated up-gradient and does not meet current standards. Recent upgrades north of SR 28 have increased drainage network capacity and improved sediment control up-gradient from the project site. However, the restricted capacity of culverts underneath the roadway limits the extent to which up-gradient waters can be conveyed through the ROW. Consequently, the build alternatives would have an adverse effect on stormwater drainage facilities. Implementation of Mitigation Measure UT-2 would minimize this effect and improve stormwater drainage facilities.

3.11.4 Mitigation, Avoidance, Minimization, and Compensation Measures Mitigation Measure UT-1: Implement Measures to Reduce Potential Impacts on Law Enforcement, Fire Protection, and Emergency Medical Services

Placer County will ensure that its Contractor implements the following measure to reduce potential impacts on law enforcement, fire protection, and emergency medical services during project construction.

• A TMP will be prepared in accordance with the *Manual on Uniform Traffic Control Devices*, California Supplement 2003, Part 6 Temporary Traffic Control (or current version) (American Association of State Highway and Transportation Officials 2003) and Caltrans draft *Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin* (California Department of Transportation n.d.) during the final stage of project design to ensure local traffic is accommodated during construction and that access to

businesses and residences is maintained. Among other things, the TMP will provide the following:

- reduce, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to the proposed action;
- reduce, to the extent feasible, the interaction between construction equipment and other vehicles;
- promote public safety through actions aimed at driver and road safety;
- ensure safety for bicyclists and pedestrians throughout the action area; and
- ensure adequate emergency access for police, fire, ambulance, and other emergency service vehicles.
- The provisions of the TMP will be incorporated into the project bid documents.
- In addition, the following measures will be incorporated into the TMP prepared for the proposed action.
 - Notify law enforcement, fire protection, and emergency medical services at least 1 week in advance of detours and roadway or lane closures so that alternative routes or response actions can be taken. Notifications will specify the location and duration of closures, allowing providers to advise dispatchers and station personnel about alternative routes. Notification and providing continued access on SR 28 would ensure that response times for emergency service providers are not adversely affected during construction periods.
 - Allow emergency vehicles through any roadway segments temporarily closed for construction purposes
- Placer County will undertake Underground Service Alert (USA) requirements
 to ensure that no underground utilities are disturbed. These requirements

include outlining the digging location in a manner sufficient to enable underground facility members to determine the area of digging to be field marked and calling USA 2 days prior to digging.

Mitigation Measure UT-2: Develop a Comprehensive Stormwater Drainage Conveyance Plan

Prior to completion of project design, Caltrans and Placer County will, in cooperation with TRPA, develop a comprehensive stormwater drainage conveyance plan for the proposed action that will provide sufficient conveyance capacity beneath the roadway to accommodate design flows. The design flows will be determined by agreement of the three agencies. This plan will be implemented in conjunction with construction of the project and will be operative upon project completion. These CCIP drainage improvements are those within the action area as shown on Figure 3.13-2. They do not include planned water quality improvements in the upgradient WIP area. The WIP improvements will be made as funding becomes available and will likely be implemented in phases as separate projects following and possibly during CCIP construction, with priority given to areas of the project watershed having the poorest drainage conditions. At a minimum, drainage upgrades will be made within the action area as part of the proposed action (see Figure 3.13-2).

The drainage conveyance plan will include the following components (within the CCIP action area):

- source control and reduction of the quantity of runoff reaching stormwater conveyances;
- provision of stormwater collection facilities along SR 28, along side streets (if necessary), and in parking areas (if necessary);
- sizing of conveyance facilities (particularly those extending under SR 28) to accommodate agreed-upon design flows;

 provision of stormwater treatment facilities sized to the maximum extent practicable to accommodate design storm treatment volumes as specified in the respective Placer County and Caltrans NPDES permits; and

• provisions for continued operations and maintenance of the conveyance facilities.

3.11.5 Compliance with Tahoe Regional Planning Agency Code

TRPA does not have compliance codes applicable to public services or utilities.